

Almaden Valley Community Association (AVCA)
Arthur L. Boudreault - President
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Jared Hart
200 E. Santa Clara St
San Jose, CA 95113
June 23, 2007

Dear Jared,

The Almaden Valley Community Association, which serves the 50,000 residents of Almaden Valley, held a discussion of the merits of the Coyote Valley Specific Plan DEIR. Following the discussion, the AVCA board voted unanimously to oppose the Coyote Valley Specific Plan DEIR until several aspects of the Coyote Valley Specific Plan DEIR properly address the transportation problems as they relate to the Almaden Valley.

Specific segments are listed on your form.

This plan to develop the Coyote Valley is one of the most important decisions to be made by our community. As San Jose grows, so will other neighborhoods. The DEIR must discuss and make known to the community what will be done to allow San Jose's residents to travel within the entire community.

The AVCA urges you to include the impact of Coyote Valley on the life style of the Almaden Valley specifically and develop plans to reduce these impacts. The responses on your form identify specific suggestions.

Sincerely,

Arthur L. Boudreault
President

Almaden Valley Community Association (AVCA)
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COYOTE VALLEY SPECIFIC PLAN DRAFT EIR
EIR COMMENTS

To be consistent with the California Environmental Quality Act (CEQA), comments or questions relating to the Coyote Valley Specific Plan Draft Environmental Impact Report (DEIR) should focus on the adequacy or accuracy of the information in the DEIR. Comments regarding the merits of the CVSP "project" should be submitted separately as general comments (A place for general comments has been designated on the back of this form.). Please submit your written comments on this card at this DEIR meeting, or to Jared Hart via the methods listed at the bottom of the page by 5:00 P.M. on June 29, 2007. (Note: Please write legibly. We will not be able to respond if we cannot read your comments.)

PLEASE USE THIS SPACE IF YOU HAVE COMMENTS ON THE ADEQUACY OR ACCURACY OF THE DEIR:

1. Your statement:

MM TRAN-17: Measures that could reduce impacts to freeway segments, although not to a less than significant level primarily consist of transit improvements and enhancements and include: 1) the enhancement of Caltrain service; 2) the extension of LRT lines; and 3) enhanced bus service. These measures would provide options to commuters to Coyote Valley. An enhanced transit system, with a major improvement such as an LRT line extension, would reduce auto usage. The reduction in auto usage would be most noticeable on freeways since most transit trips would originate from outside the Coyote Valley area.
[Significant Unavoidable Impact]

Your reply above is inadequate.

The planned public transportation will not significantly impact automobile ridership and should not be used as an excuse to avoid making the proper road improvements. Even worse, this week, an Almaden Resident article described efforts by the VTA to DECREASE, not increase public transportation service to Almaden Valley. The actions of the VTA are at cross purposes to your claim of increased ridership. When transportation routes are changed or abandoned, the task of building ridership becomes much more difficult. Those who used to ride will have difficulty changing their habits again. Please address how you plan on increasing ridership in partnership with the VTA.

2. Your statement:

Impact TRAN-7: Almaden Expressway and Coleman Road: The level of service would degrade to LOS E under project conditions. This is a significant impact under City of San José standards, but not under CMP criteria. **[Significant Impact]**

MM TRAN-7: Almaden Expressway and Coleman Road: The necessary improvements to mitigate the project impact at this intersection consist of the addition of a second eastbound left-turn lane. This improvement would require the acquisition of right-of-way. The intersection improvement would improve intersection operating levels to LOS D during the AM peak hour.
[Less than Significant Impact with Mitigation Incorporated]

Impact TRAN-8: Almaden Expressway and Blossom Hill Road: The level of service would be LOS E during the PM peak hour and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This is a significant impact under City of San José standards, but not under CMP criteria. **[Significant Impact]**

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MM TRAN-8: Almaden Expressway and Blossom Hill Road: The necessary improvements to mitigate the project impact at this intersection consist of the addition of a separate westbound right-turn lane. Though existing striping provides a short right-turn lane, it does not operate as a right-turn because queued vehicles heading westbound along Blossom Hill Road constantly block it. This improvement would require the acquisition of right-of-way. The intersection improvement would improve Intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS E during the PM peak hour.

[Less than Significant Impact with Mitigation Incorporated]

Impact TRAN-9: Almaden Expressway and Almaden Plaza Way: The level of service would be LOS E during the PM peak hour and the intersection would degrade to LOS F under project conditions. This is a significant impact under both City of San José and CMP standards. **[Significant Impact]**

MM TRAN-9: Almaden Expressway and Almaden Plaza Way: The necessary improvements to mitigate the project impact at this intersection consist of the widening of southbound Almaden Expressway to accommodate five lanes. The widening is only necessary at the intersection to improve intersection operating levels; however, to maintain efficient flow along southbound Almaden Expressway, the widening would need to run through Blossom Hill Road. The widening would require the acquisition of right-of-way. The intersection improvement would improve intersection operating levels to LOS D during the PM peak hour.

[Less than Significant Impact with Mitigation]

Impact TRAN-15: The proposed project would contribute towards the need for traffic signals at 15 unsignalized intersections in San José, Morgan Hill, and Gilroy. Without these signals, congestion and operational safety hazards could occur. **[Significant Impact]**

MM TRAN-15: The proposed project shall make a fair share contribution towards the installation of traffic signals at the designated 15 unsignalized intersections in San José, Morgan Hill, and Gilroy. Signal installation may require additional intersection improvements such as curb removal, reconstruction, adjustment of land configurations, and restriping. These improvements would be identified during the design of each signal.

[Less than Significant Impact with Mitigation Incorporated]

Impact TRAN-16: Three future intersections within the CVSP Development Area would operate at LOS E with full build-out of the CVSP.

[Significant Impact]

Three new intersections within the CVSP Development Area would operate at LOS E under CVSP full build-out conditions. Three future intersections to be located within the CVSP Development Area would be added to the City of San José's list of protected intersections. No mitigation measures are available to reduce impacts at these intersections to a less than significant level.

[Significant Unavoidable Impact]

Reply to 2. Your reply is neither adequate nor accurate.

2. The exclusion of a discussion about mitigating increased travel along McKean Road to Almaden Valley is unconscionable. AVCA has heard from our city councilor that the plan includes traffic lights at McKean and Bailey, and McKean and Harry roads. This will not help move the increased traffic. It will serve to reduce flow of traffic, adding to the congestion

In 2006, there was an attempt to add soccer fields on McKean. The opponents found that this addition would add 600 autos during the rush hour period. The result was that the soccer fields were not approved since the traffic concerns would be so great. It is inconceivable to the AVCA that there will be no or little traffic increase in Bailey, McKean and Harry roads. There are only four ways to exit Coyote Valley to the north, Bailey, Santa Teresa Blvd, Monterey Road and Highway 101. This plan must show and fund the

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improvements needed to these roads as part of its development.

3. Lake in middle of intersection. The idea forcing traffic that travels north - south or west-east into a traffic circle defies logic for those who plan on moving traffic. Most East Coast cities have abandoned this approach since it is the cause of numerous accidents as well as preventing easy flow of traffic through the Coyote Valley.

You must abandon this idea. If a lake is required, the AVCA recommends that the lake be placed into one of the quadrants of that intersection, and that the intersection be designed with a flyover to allow traffic flow without stopping at any traffic lights.

Contact Information

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Please return DEIR comment card during meeting, or

by mail to: Jared Hart, 200 E. Santa Clara Street, San Jose, CA 95113

by fax to: (408) 292-6055

by e-mail to: jared.hart@sanjoseca.gov

COYOTE VALLEY SPECIFIC PLAN DRAFT EIR

PLEASE USE THIS SPACE IF YOU HAVE GENERAL COMMENTS REGARDING THE COYOTE VALLEY SPECIFIC PLAN:

The following is the text of a letter previously given to Nancy Pyle shortly after a presentation at the Almaden Valley Community Center.

Summary:

Here are the AVCA's main objections to this EIR:

- 1: The planned public transportation will not significantly impact automobile ridership and should not be used as an excuse to avoid making the proper road improvements.
2. The exclusion of a discussion about mitigating increased travel along McKean Road to Almaden Valley is unconscionable.
3. Placing a lake in the middle of the Santa Teresa/ Bailey Avenue intersection will significantly increase travel times for those traveling south on Santa Teresa Boulevard to Morgan Hill or those traveling East from McKean and Bailey roads to Rte 101.

Conclusion: From the point of transportation into and within Coyote Valley, this EIR is quite defective. It has major negative impacts on Almaden Valley. I recommend that the board take a position to recommend the rejection of the EIR until these points have been satisfactorily addressed.

From a transportation standpoint, this EIR is quite defective and recommend that the board take a position to recommend the rejection of the EIR until these points have been satisfactorily addressed.

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